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NO. 47.

RAISING THE MAINE

Engineers Engaged in Bitter War Over Methods.

Publication of Plans Like Firebrand in Rousing Fight Between Army and Navy—May Equal "Sea-Level Lock Canal" Discussion.

Washington.—Publication of the details of the plan formulated by the army engineers for the work of raising the wreck of the battleship Maine seems likely to precipitate as great a discussion as was brought about by the war over the relative merits of the sea-level versus the lock-type of canal for the Panama isthmus.

It was made known some time ago that the old, slow and expensive method of a cofferdam was to be employed by the army people, and while considerable criticism of the plan was made at the time, the engineers as a rule imitated Sigsbee in "reserving judgment" until the plan, with all its details, was at hand.

When these have been made known it is probable that the crux of the contention will center about the character of the bottom where the Maine lies embedded in the firmness or softness of that bed seems to lie the essence of the entire situation.

Scoff at the Dam. For if it is soft, and if the softness extends to any considerable depth, there will be engineers to say that the cofferdam idea is impracticable for the reason that the dam would have to be sunk too deep for its sides to resist the lateral pressure, and, moreover, that it would be impossible to keep it free of water by reason of the great pressure under and around the base.

When asked his opinion of the cofferdam plan of raising the wreck of the battleship Maine, an engineer of national reputation said that he had made a close examination of the plans as outlined and that his experience had shown him that the plan adopted by the army engineers for raising the wreck is utterly impracticable. He made the remarkable statement that the plan, if persisted in, will not only fail to raise the wreck, but in all likelihood will engulf it deeper.

"I have just finished an examination of the plans," this engineer continued. "The official report of the army engineers who did the boring around the

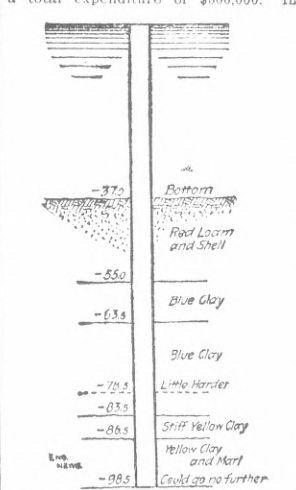
is pumped out the wreck will be examined and it will be determined whether it shall be raised or broken up." The wreck is expected to be exposed before congress adjourns next March.

Congress has appropriated \$300,000 for the work. The estimates of cost show that this sum will cover the preliminary borings up to this point.

The report adds that "the actual removal of the wreck and restoration of the harbor to its original condition may require a further appropriation from congress of not exceeding \$200,000.

Will Cost \$500,000.

The actual raising of the wreck, which the engineers promise to accomplish by the next anniversary of the disaster, therefore contemplates a total expenditure of \$500,000. It



Plan of First Five Borings and a Typical Boring Section.

this connection engineers have had their attention called to a law which seems to have a direct bearing on this subject, and which, in view of the fact that only \$300,000 has been appropriated, seems to foretell any possibility of the early raising of the wreck.

Section 3879 of the Revised Statutes reads: "No department of the government shall expend in any one fiscal year any sum in excess of appropriations made by congress for that fiscal year, or involve the government in any contract or obligation for the future payment of money in excess of such appropriation, unless such contract or obligation is authorized by law. Any person violating any provision of this section shall be summarily removed from office and may also be punished by a fine not less than \$100, or by imprisonment for not less than one month."

Army Got Work by Error. There is an interesting bit of unwritten history which reveals how it came about that the work of raising the Maine was delegated to the navy department, instead of to the army. When it was seen that the pending bill was sure to be passed by congress the navy department began to lay plans for executing the work.

Then the chairman of the committee which had the matter in hand addressed an inquiry to Secretary Meyer of the navy department, making formal request for information as to whether the work of raising the vessel came within the province of the navy department or the war department. The communication said that the bill, as drawn, contemplated that the work be done by the navy, but that there had been some discussion of the matter and that an official opinion was desired.

The letter was turned over to the solicitor of the navy department, a new man who had just taken office. He found a law which placed upon the army the task of removing obstructions from rivers and harbors and construed this as being an answer to the inquiry. Secretary Meyer signed and

sent the letter and when it came out that the bill had been passed and that the army was to do the work, the secretary had the civil engineers of the navy and the construction corps about his ears.

Then he was shown that his solicitor had made a grave mistake, that the law which had been quoted applied only to rivers and harbors within the United States, and that the work was wholly and unquestionably within the province of the navy. Mr. Meyer very frankly and very sincerely said that he deeply regretted the mistake, but in a very manly way assumed full responsibility for it.

A Close Observer. "Have you ever seen a mermaid?" "No; but I've seen professional div-

ing girls whose skin was rather soapy."

The plan devised by the board of army officers contemplates a cofferdam built around the wreck. This cofferdam is to consist of a series of cylinders 50 feet in diameter on the sides of the wreck, and 40 feet in diameter at the bow and stern. "These cylinders," the report says, "are to be driven to a depth of 70 feet, which will take them well into the blue clay at the bottom. When the cofferdam

Sturman-Hancher vs. Hymen

By STACY E. BAKER

(Copyright, 1910, by Associated Literary Press.)

There was bad blood between the house of Hancher and the house of Sturman. This, however, did not prevent the respective sons of the families from falling in love with each other.

Mabel, the pride of the Sturman seniors, was a girl whom any youth with red blood in his veins would be proud to call sweetheart. She was as pretty as the break of a June morning. Her eyes were jet black and long-lashed. She was tall, gracefully slim, and walked with a virile spring of youth. Tom Hancher was fortunate.

Tom knew this, but the peppery soul of Father Hancher, infuriated years ago against Sturman, Sr., refused to discriminate between the old grocer and his daughter.

"But you don't know the girl," Tom protested, when the old gentleman had included the maid in his frenzied summing up of the faults of the head of Mabel's family.

"She is her father's daughter," growled Hancher. "I don't need to know more. The blood is bad."

So, once again, the talking that trembled on the lips of the youth was stifled. It would have been a most unfortunate time to explain to this irritable parent that his most hated enemy's daughter was to become his son's wife.

The hatred of Sturman for Hancher, and vice versa, extended back over a dozen years. Both were grocers in the thriving town of Tinsboro. Both had been fast friends. Unfortunately, both had lived in the same ward, and had aspired, at the same time, to the common council. Some one had said that politics makes strange bed fellows. It also undermines strong friendships. After three weeks of mudslinging electioneering, Sturman won the coveted laurels by a majority of one vote.

Sturman and Hancher were friends no longer. Hancher moved out of the ward. Their grocery shops were now at opposite ends of the city.

"Tom Hancher, only son, was now his father's partner. Mabel Sturman, only daughter, was now her father's bookkeeper. The evenings, however, belonged solely to the young people, and they met frequently at the homes of mutual acquaintances with their embittered parents being not a whit the wiser.

"Father is so set," complained the youth. "But never mind, dear, I have enough money of my own, and we will be married first, and tell about it afterward. If the governor has the nerve to object—after seeing you—you know he doesn't even know you by sight—I'll pass up his old grocery, and start one of my own."

All this brought the gratified red to the pretty cheeks of Mabel Sturman, and the light in her eyes was nice to see as she turned to the ardent Thomas.

"All in due time, Tom," she soothed. "There is no great hurry, you know. Why, you are only 22 boy, and I am not yet 20."

The plan of waiting did not appeal to the impetuous young lover. He would like to have to go to Sturman to ask him for his daughter's hand, but a knowledge of the temper of the lean, wiry, East-end grocer told him what would happen if he did this.

Thus dragged on, patience, that pearl among virtues, paled on the love-lorn pair, but still the girl would not consent to a secret marriage. Something must happen!

Sturman bought an automobile—a big red touring car, at once the pride and envy of the neighborhood. Hancher heard of this. Not to be outshone and outdone by his ancient rival, he invested in the goods of a competing company; a yellow car. The two, although not very proficient, drove their own machines.

For awhile they kept to their own particular neck-of-the-woods, but a mischievous fate one day impulsively suggested to each of them that he invade the other's territory, and availed with his aptness in the control of his machine.

On the same day, and at the same hour, they started, but by different routes. Patiently, lean Sturman honk-honked up and down in front of Hancher's store; persistently, fat Hancher drove his yellow monstrosity past the Sturman grocery, and all to no purpose. Sturman could not catch sight of Hancher; Hancher could not dazzle the eyes of his rival. Puzzled clerks watched the manifestations.

The Sturman store stood on a corner. Hancher, turning his machine close to the curb, and with his back to the walk, failed to notice a tipsy man with a number of long iron rods over his wavering shoulder. The latter staggered around the corner, and the rods, suddenly turning toward the street, struck the unseeing Hancher on the side of his head, precipitating him to the pavement, half unconscious. Instantly a crowd gathered. As is usual with crowds, none seemed inclined to render the luckless one assistance. Suddenly a dainty damsel tripped out of an adjoining store.

"Let me in to him," she said, authoritatively, and the gaping crowd broke before her. In an instant the head of the downed man was lifted to the lap of the girl, and a bottle of strong smelling salts was applied to his nose. Hancher gasped, writhed and attempted to gain his feet.

"One moment," came in a soothing voice. Hancher realized that cool hands were applying a bandage to the slightly bleeding wound on his temple. Gratefully, and with the maid's assistance, the grocer staggered to his feet. His machine which in falling he had automatically stopped, stood a little distance from him. He turned to thank the girl. She was gone. Dizzily he scrambled into the car, and turned homeward.

Sturman, at the other end of the town, was also having his troubles. At about his third turn in front of his rival's store, something went wrong with the machine. It balked. Covered with perspiration and grime he worked desperately.

"Possibly I need assistance to you," Sturman turned to confront a neat young man with pleasant blue eyes, and a half smile on his lips. "I know something about automobiles."

Without waiting for permission the stranger crowded under the car. In a surprisingly short space of time, he had ascertained the error, and the great machine was ready to respond to its owner's hand. Sturman climbed into his seat and tried it. It worked. He turned to thank the youth, but he was gone. Sturman went home.

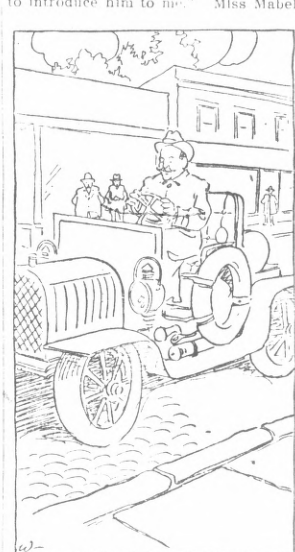
"He never knew me," Mabel Sturman explained to the younger Hancher that evening.

"And before he could get a chance to thank me, I flew back into the store again."

"He has been talking about you all day," answered her lover.

"Some one told him yesterday that on several occasions I had been seen with you. He ranted terribly. Asked me why I didn't look around for a girl with the sense of the one who had come to his assistance?" Swore he was the handsomest girl he had even seen."

Mabel Sturman flushed. "Father has nothing but good words for the youth who repaired his machine. He said his modesty was most commendable. He says that if he finds him—of course he didn't recognize him as the son of his old enemy—he means to introduce him to me." Miss Mabel



Drove His Red Monstrosity Past the Sturman Grocery.

looked demurely down. "I think," she said softly, "that father believes it is high time for me to marry."

"And so it is," cried young Hancher enthusiastically. "And if Papa Sturman can see a possibility in me he must not be disappointed."

The next morning Hancher, senior received this surprising message: "Have married the girl who came to your assistance yesterday. We are waiting at Elder's hotel for you to congratulate us, Tom."

At the same moment Sturman was puzzled over this:

"Married the young man with the 'commendable modesty' of which you spoke. You must come to the Elder hotel at once and congratulate us, Mabel."

It is recorded that the two old enemies celebrated the nuptials of their children, shook hands and were friends again.

Bedtime for Children.

Sunset should be the time for every child under eight years of age. When the chickens go to roost and twilight begins to deepen the country baby's head begins to droop and he is ready for his cot. The more nervous town baby, who has nothing for an example except the sun, and who, at any rate, on rainy days is used to twilight atmosphere at midday, seldom wishes to go to bed with the chickens.

If he lives in an apartment he must hear drifting down the hall the tantalizing voices of his elders at dinner, and the smell of savory things from the kitchen greets his nostrils. But hard as it must seem the city mother must have even more rigid rules about bedtime than the country mother. Her child is at a greater disadvantage in the first place in not living where he can breathe the purest air in the midst of healing country sights and sounds. The distractions of city life are so numerous and so varied that city bred children need more repose than children in smaller towns of the country. Between 6 and 6:30 o'clock they should be undressed and put to bed.

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SATURDAY, December 17, 1910



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City News.

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EDITORS EXCHANGE.

Mrs. Warren B. Brown, Editor.

Every woman should read the educational bulletins of Hon. Edward Hyatt, California's chief educational officer.

Our exchange editor was informed that we would soon receive a copy of West Coast Magazine, a Los Angeles publication, but since we observed that its booster editor passed, died from ptomaine poisoning—a great loss to the "Angel City."

FLY, BIRDS, FLY.

This department is in receipt of a communication from the Aviation Bureau, of which F. W. Scottford, of San Francisco, is chairman, as associated with Lieutenant Paul W. Beck, detailed by the U. S. government to supervise military experiments in a daredevil flight by Scottford in a Wright aeroplane in Sacramento Valley and with a shotgun from the plane guided by Roy Knabenshue shoot ducks, while Lieutenant Beck will try to bag his game from a Curtis aeroplane driven by R. I. Young. The date, to be announced in the next few days, will be between Christmas and January 1. The sport originated with Scottford who has the nerve to tackle the aerial summits with the daring birdguy. Women like to see daring flights, but seldom realize the dangers of aviation. Thousands of people will go to witness the "dare-devils" in their battle in holy altitudes for government service and the Terminal wishes for a safe consummation.

The proposed experiment is all the talk at Hotel St. Francis where the birdmen are stopping.

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CHORUS

Oh, you dream, you beautiful, beautiful dream,
Please, please, please, come mix with me
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